



HIGHWAY ENGINEERS are seen here explaining points concerning the proposed highway up Provo Canyon before the Uvida board of directors. Standing at left is Ed Lovelace, District 5 engineer and on the right

is Bert Taylor, design engineer for the road. In the background is the map of the canyon and the proposed road which Mr. Taylor is discussing. Seated at the left is Uvida President B. E. (Bye) Jensen.

Uvida Votes Backing For Canyon Highway

By JERRY M. YOUNG

The Utah Valley Industrial Development Association board of directors last night heard both the Highway Department and members of the Save Provo River Association argue the merits of the proposed Provo Canyon highway and then the

board voted to support the new road.

In their regular board meeting the Uvida directors invited presentations from a trio from the highway department headed by Wayne Winters, one of three highway commissioners in the state highway department

After a few words from Mr. Winters, the factual presentation from the highway department's point of view was presented by Ed Lovelace, engineer for District 5, and Bert Taylor, the design engineer on the road.

The three-party delegation representing the Save Provo River Association included Kay Mendenhall, Mrs. Lillian Hayes, and Jim Jensen.

Both sides went over their allotted 15 minutes time period which was set by B. E. (Bye) Jensen, president of Uvida.

Traffic Load

Mr. Winters began by stating that the projected traffic load would be as high as 20,000 cars per day within the next 20 years, and that the road's design was

such that the canyon would be able to handle that much traffic.

Mr. Taylor indicated that the proposed highway was designed as a controlled access road which is a much safer kind of road than any other type except a freeway. He said that since the limited access would in turn cut down on the accessibility to the canyon's recreational areas, that the intent of the Highway Department was to leave as much of the current road intact so that people wishing to use the facilities would be able to do so with ease.

Ultimately 4 Lanes

The expected traffic, Mr. Taylor says, warrants a four lane highway which will ultimately be built in the canyon, but since funding does not allow such a project at this time, the road will be built in sections and only two lanes at the present and an additional two lanes later, he stated.

The current road will be a 40-foot road, and will ultimately become an 80-foot highway with four 12-foot lanes which will have a 14-foot center divider.

Mr. Taylor outlined the areas where the road will cross the river and will cause some change in the channel of the river. These two points are just below and just above the Murdock Diversion Dam.

Avoid Aqueduct

The change in the river
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KAY MENDENHALL representing the Save Provo River Association points out questions he feels remain unanswered about the proposed highway up Provo Canyon.